



Kirkland Design Refinements Environmental Scoping Meeting

Congestion Relief & Bus Rapid Transit Projects

COMMENTS 13

Comment Form

Please Print: Name (optional)

ROBERT KAMUDA

Organization

HIGHLANDS NEIGHBORHOOD ASSOC.

Address

11615 NE 90TH ST

City, State, Zip

KIRKLAND, WA 98033

Telephone Number

Today's open house meeting is an opportunity to provide input into what gets studied in the environmental documents for the Kirkland Nickel Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR522 to SR520.

Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by March 1, 2004.

1. What aspects of the environment do you think should be studied and why?

13-1

Noise, particularly the ineffectiveness of existing sound barriers.

2. Please describe any concerns you may have about potential environmental impacts.

3. What environmental mitigations do you think should be considered for these potential impacts?

4. Do you have any other comments about the proposed project?

13-2

In one of your charts it states that "since 1982 congestion has increased by 53 hours per person per year". This works out to 1 hour per week, or 12 minutes / day. A 40% increase works out to an add'l

Washington State
Department of Transportation



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COMMENTER 14

Comment Form

Please Print: Name (optional)

Organization

Address

City, State, Zip

Telephone Number

Sue Keller

11337 NE-104th St

Kirkland WA 98033

425-889-2890

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1. What aspects of the environment do you think should be studied and why?

Noise - efforts to enhance noise absorption within noise walls.
Neighborhood noise levels at a distance, but above the freeway
+ therefore much affected by ↑ traffic.

2. Please describe any concerns you may have about potential environmental impacts.

14-1

↑ noise at my residence resulting in ↓ QoL (ie gardening etc)
sleeping w windows open and ↓ resale due to noise
pollution.

3. What environmental mitigations do you think should be considered for these potential impacts?

noise

absorption material in retaining wall

4. Do you have any other comments about the proposed project?

Must measure and model noise projections beyond immediate
neighborhood but go further out + up where noise carries.
~~noise~~





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COMMENTER 15

Comment Form

Please Print: Name (optional) DONALD V. KLEIN
Organization LOCAL CITIZEN
Address 11870 NE 142ND PLACE
City, State, Zip KIRKLAND, WA 98034-1462
Telephone Number (425) 821-2831

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1. What aspects of the environment do you think should be studied and why?

2. Please describe any concerns you may have about potential environmental impacts.

15-1

• BREAK UP WALLS/BERMS TO REDUCE THEIR VISUAL IMPACT
AND CREATE A PLEASANT VISUAL SETTING.

3. What environmental mitigations do you think should be considered for these potential impacts?

4. Do you have any other comments about the proposed project?

15-2

• EXTRA LANES NEEDED TO KEEP I-405 FROM BEING A LOCAL STREET
IN THIS AREA. • NORTH/SOUTH PARALLEL ROADS NEED TO BE UPGRADED
TO ARTERIALS WITH TURN LANES TO REDUCE PRESSURE ON I-405



Washington State
Department of Transportation



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COMMENTER 16

Comment Form

Please Print: Name (optional) MICHELLE LINDELL
 Organization _____
 Address 7506 118th AVE NE
 City, State, Zip KIRKLAND WA 98033
 Telephone Number 425-889-8705

Today's open house meeting is an opportunity to provide input into what gets studied in the environmental documents for the Kirkland Nickel Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR522 to SR520.

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1. What aspects of the environment do you think should be studied and why?

AIR & NOISE WHY? THE NOISE ^{AIR QUALITY} FROM 405 IS ALREADY TERRIBLE.
~~IMPACTS DIRECTLY NEXT TO 405 BETWEEN 118th AND 120th~~

2. Please describe any concerns you may have about potential environmental impacts.

16-1 I have concerns for my family's health due to increased noise & air pollution. I think the increased traffic is going reduce property values thus devaluing our largest asset.

3. What environmental mitigations do you think should be considered for these potential impacts?

Higher noise walls - my neighborhood is above the level of having any impact ie. Relief from the noise (at present). Make walls attractive - add more greenery. I think Pedestrians should have safe areas to walk.

4. Do you have any other comments about the proposed project?

I can't stand the noise from 405. When I heard about the nickel project my heart sank. It's going to be terrible. Taking my daughter out in the yard to play is a yelling game because of the noise. If I could convince my



COMMENTER 17 **RECEIVED**

JAN 21 2004

URBAN CORRIDORS OFFICE

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Ms. Christina Martinez
Environmental Lead
I-405 Project Team
6431 Corson Avenue S.
Seattle, Washington 98108-3445

RE: Scoping / I-405 "Kirkland Nickel Improvements" Environmental Process

20 January 2004

Dear Ms. Martinez,

I have several concerns in regard to potential adverse environmental impacts of the I-405 Kirkland "Nickel Improvements," and request a project EIS addressing issues raised in the I-405 Corridor FEIS be prepared. Significant environmental impacts, specifically adverse impacts to historic resources and archeological sites - either currently known or yet unidentified within the scope of this Project - were not addressed in the I-405 Corridor Program FEIS. A cursory examination of the *I-405 Corridor Program Final Recommendation Report*, Chapter 10 Environmental Opportunities, makes no mention of the concerns raised with respect to historic and archeological sites.

17-1


The preparation of the I-405 Corridor Program EIS was a national demonstration pilot study for "reinventing NEPA" which encourages NEPA decision making in the earlier stages of long-range planning for transportation projects. Yet the 4(f) concerns raised in my comment, and comments submitted by other interested parties, received responses indicating that many of these concerns and objections are best addressed at the project level.

As "reinventing NEPA" is an objective of the I-405 Corridor Project, these comments from interested parties should be addressed at the earliest possible stages of the NEPA process. The lack of data in regard to historic and archaeological sites hinders decision-making, and deferral of collecting and analyzing historic and archeological data to the project level leads to a fragmentation and "lack of the big picture." Assembling cultural resource surveys from the project area and studies of archeological sites should immediately be assembled and evaluated.

Any EIS for the "Kirkland Nickel Improvements" must address the issues raised by the interested parties to the I-405 Corridor FEIS. On p. 47 of the *Record of Decision*, the EPA in their comment raised the concern that the decision to defer addressing so many environmental impacts to the project level - as opposed to the Corridor level - is problematic. As lead agency WSDOT should note that deferral of environmental mitigation decisions to the project level is of great concern; the lack of response from

- 17-2 WSDOT in regard to inquiries pertaining to I-405 Corridor improvements is noted and is of concern.
- My objections in part stem from the incomplete survey, mapping, or documentation of cultural resources in the I-405 Corridor area of study. These specific concerns of adverse impacts to historic and archeological resources are deferred to the project level is acknowledged in the *Record of Decision* under Historical, Cultural, and Archaeological Resources (p. 28). Section 106 requirements (p. 33-34) must now be addressed in the North Renton and "Kirkland Nickel" Improvements. I respectfully disagree that the deferral of this issue to the project level "fulfills the spirit and intent of Section 106" to protect these cultural resources. The concern is that the protection of historic and archaeological sites will not be addressed before "the first shovel of dirt is turned," that in the end these issues will not be addressed.
- Undiscovered archeological sites can be deferred as specified under the *Record of Decision* § 65 on p. 28. Lack of a comprehensive cultural resource survey of the area may lead to the destruction or disturbance of a historic structure or archeological site. These are social costs as acknowledged in the *Final Recommendation Report*, and should be included in adaptive management techniques that would "maximize benefits at the lowest environmental and social costs."
- 17-3 The Built Environmental Objectives outlined on p. 47 of the *Final Recommendation Report* speaks of minimizing noise, disruptions related to construction activities, and seeks to locate transportation facilities to promote compact development. Incorporated into the project implementation program - utilizing adaptive management techniques - on the part of the agencies and contractors should be required to prevent the potential destruction of historic and archeological resources. The *Record of Decision Early Action Impact Mitigation* § 71 on p.29, states that "WSDOT will [use the process] to develop an early action mitigation proposal to mitigate various unavoidable impacts of the Selected Alternative in advance of project permitting and construction. (emphasis added)
- 17-4 As part of the formal Scoping process, an EIS should be required before proceeding to insure that the conditions specified under the *Record of Decision* are applied to the Kirkland Nickel Improvements," and that environmental concerns be communicated from the Corridor level to this specific project.

Regards,


James Loring